

## TRACK WARRANTS AND BULLETINS

The rules in this chapter pertain to those orders and instructions governed by track warrants and bulletins. Figure 5 shows an example of a type of track warrant.

### **RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS**

**Rule 400. Authority.** Where designated by special instructions or general order, use of the main track will be authorized by issuance of a track warrant, under the direction and over the signature of the train dispatcher. Track warrants are numbered consecutively from the beginning of each calendar date. Within TWC territory there is no superiority of trains and trains will not be authorized by train order or timetable schedule.

**Rule 401. Designated Limits.** The limits of a track warrant are designated by specifying track, where required, and exact points such as switches, mile poles, or identifiable points. Station names may be used. When a station name is used to designate the first named point, the authority will extend from the last siding switch or from a station sign if there is no siding.

When a station name is used to designate the second named point, the authority extends to the first siding switch or to the station sign if there is no siding. At the

second named point, authority extends to the last siding switch when specific instructions include "hold main track at last named point. "

**Rule 402. Requesting.** Personnel requesting a track warrant must advise the train dispatcher of the movements to be made and, when applicable, the tracks to be used and time required.

**Rule 403. Copying.** The conductor and the engineer must have a copy of the track warrant addressed to their train or engine. The track warrant will show the date, location, name of person who copied it, and any specific instructions issued. All information and instructions are entered on the track warrant form provided and repeated to the train dispatcher. The dispatcher will check the copy and, if correct, will give an "OK" and the time. The OK time is entered on the track warrant and repeated to the train dispatcher. The track warrant is not considered in effect until the OK time is shown on it. If the track warrant restricts movement or authority previously granted, it is not considered in effect by the train dispatcher until acknowledgement of the OK has been received. Track warrants are relayed by authorized personnel, who must then record the message on a track warrant.

**Rule 404. Designation of Trains.** In track warrants and track bulletins, trains are designated by engine number and direction when applicable. When an engine of another company is used, it is designated by the initials or name of the company preceding the engine number.

**Rule 405. Mechanical Transmission.** At points designated by special instructions, track warrants and

TRACK WARRANT	
NO. _____	19 _____
TO: _____ AT: _____	
1. <input type="checkbox"/>	TRACK WARRANT NO. _____ IS VOID.
2. <input type="checkbox"/>	PROCEED FROM _____ TO _____ ON _____ TRACK.
3. <input type="checkbox"/>	PROCEED FROM _____ TO _____ ON _____ TRACK.
4. <input type="checkbox"/>	WORK BETWEEN _____ AND _____ ON _____ TRACK.
5. <input type="checkbox"/>	NOT IN EFFECT UNTIL _____
6. <input type="checkbox"/>	THIS AUTHORITY EXPIRES AT _____
7. <input type="checkbox"/>	NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____
8. <input type="checkbox"/>	HOLD MAIN TRACK AT LAST NAMED POINT.
9. <input type="checkbox"/>	DO NOT FOUL LIMITS AHEAD OF _____
10. <input type="checkbox"/>	CLEAR MAIN TRACK AT LAST NAMED POINT.
11. <input type="checkbox"/>	BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.
12. <input type="checkbox"/>	BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.
13. <input type="checkbox"/>	DO NOT EXCEED _____ MPH BETWEEN _____ AND _____
14. <input type="checkbox"/>	DO NOT EXCEED _____ MPH BETWEEN _____ AND _____
15. <input type="checkbox"/>	PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.
16. <input type="checkbox"/>	TRACK BULLETINS IN EFFECT: _____
17. <input type="checkbox"/>	OTHER SPECIFIC INSTRUCTIONS: _____
OK _____ DISPATCHER _____	
RELAYED TO _____ COPIED BY _____	
LIMITS REPORTED CLEAR AT _____ BY _____	
(Mark "X" in box for each item instructed)	

Figure 5. A Type Track Warrant

track bulletins may be transmitted mechanically. When so transmitted, repetition will not be required. OK time will be given at the time transmitted and the name of the train dispatcher will be shown in the space provided for name of copying personnel. Track warrants restricting the authority or movement of a train must not be sent in this manner unless it is known that the train being restricted will not leave the point without receiving the track warrant. Special instructions will prescribe how track warrants and track bulletins are to be delivered at these points.

**Rule 406. Specific Instructions.** Track warrants will include specific instructions which must be complied with by those addressed. Each track warrant must be given in the same words to all personnel addressed. Once in effect, the track warrant must not be added to or altered in any manner except as provided by Rule 411.

**Rule 407. Changing Track Warrant.** When a track warrant is in effect and the limits or instructions are changed, a new track warrant is issued with the instructions and will include the words "Track Warrant No \_\_\_\_\_ is void." When a track warrant of a previous date is voided, the date must be included. The previous track warrant will no longer be in effect.

**Rule 408. Operating with Track Warrant.** A track warrant authorizes the train or engine addressed to occupy the main track within designated limits. The train must not foul a switch at either end of the limits which may be used by an opposing train or engine to

clear the main track. Movement must be made as follows:

- When authorized to proceed from one point to another, movement is authorized only in the direction specified.
- When authorized to "work between" two specific points, movement may be made in either direction between those points.

**Rule 409. Occupying Same Limits.** Not more than one train or engine is permitted to occupy the same or overlapping limits of a track warrant at the same time, except in the following circumstances:

- All trains or engines within the limits have been authorized to move only in the same direction and are required to provide flag protection as prescribed by Rule 99.
- Two or more crews performing switching or work service have been notified of each other and instructed that all movements must be made at restricted speed within the overlapping limits.

**Rule 410. In Effect.** A track warrant is in effect until a crew member reports the train clear of the limits, the warrant becomes void, or the time limit expires. The crew member must report to the train dispatcher when they have cleared the limits. If a time limit is shown on the track warrant, a train or engine must be clear of the limits by the time specified, unless another track warrant has been obtained.

**Rule 411. Marking Void.** The word VOID must be written legibly across each copy of the track warrant

when a crew member has reported the train or engine clear of the limits, the time limit specified has expired, or the track warrant has been changed as prescribed by Rule 407.

**Rule 412. Protecting Men or Machines.** A track warrant permitting men or machines to occupy or perform maintenance on main track without other protection is issued in the same manner as that for trains or engines.

- A track warrant must not be issued to protect men or machines within the same or overlapping limits with a train or engine, except in the following circumstances:

- All trains or engines authorized to occupy the same or overlapping limits have been authorized to move in one direction only and the track warrant specifies that it is granted behind such trains or engines.

- Trains or engines authorized to occupy the same or overlapping limits have been notified of the authority granted to the men or machines, have been instructed to make all movements at restricted speed, and have been instructed to stop short of men or machines on or fouling track. The person in charge of maintenance must be so notified by a track warrant. If track is not safe for movement at restricted speed, personnel in charge must protect such track by placing red flags according to Rule 10(A).

**Rule 413. Movement Against the Current of Traffic.** When a track warrant authorizes movement against the current of traffic, the train or engine must use only the track designated within the limits specified.

## **TRACK BULLETIN RULES**

**Rule 450. Track Bulletins.** Within TWC territory and other territories designated by special instructions, track bulletins will be issued by the train dispatcher as required. Bulletins contain information as to all conditions affecting the safe movement of trains or engines. When track bulletins are authorized, trains and engines must receive a track warrant at their initial station unless otherwise instructed by the train dispatcher. All track bulletins which affect their movement must be listed on the track warrant. The conductor and engineer must have copies of all track bulletins listed, and each crew member must read and understand the requirements of track bulletins received by them. FM 55-20 is the prescribing directive for the track bulletin.

**Rule 451. Transmitting Track Bulletins.** A track bulletin may be transmitted verbally or mechanically. When a track bulletin has been transmitted verbally, personnel copying it must repeat it at once from their copies. When the track bulletin has been repeated correctly, the train dispatcher will respond "OK" and give the time and his initials. The individual will show in the space provided the OK time, his last name, and the train dispatcher's initials, and repeat "OK" and the time to the train dispatcher.

**Rule 452. Retaining Track Bulletins.** Track bulletins must be retained and complied with on all trips made during the tour of duty on which they were received.

**Rule 453. Relieved During Trip.** When a conductor or engineer, or both, is relieved before the completion of a

trip, all track warrants, track bulletins, and instructions held by them must be delivered to the relieving conductor or engineer. If they cannot be personally delivered to the relieving crew, the conductor will leave them in an envelope at a location designated by the train dispatcher and show the correct designation of the train, date, location, and conductor's signature on the envelope. Track warrants, track bulletins, instructions, and pertinent information must be compared by the relieving conductor and engineer and with the train dispatcher before proceeding.

**Rule 454. Restriction to Crew Member.** A track bulletin or track warrant restricting a train or engine must not be transmitted to a crew member until the conductor or engineer assures the dispatcher that both of them understand the order and can comply with the restriction.

**Rule 455. Protection by Track Bulletin.** During the time and within the limits stated in track bulletin, trains and engines must move at restricted speed and stop short of men or machines fouling track or a red flag placed to the right of the track. Movement must continue at restricted speed unless otherwise verbally instructed or unless the entire train has passed a green flag or has cleared the limits.

The engineer must attempt to contact the person in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track. In granting verbal authority, use the words "Foreman (name) (of Gang No \_\_\_\_\_) using track bulletin No \_\_\_\_\_ line No \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."



To authorize train or engine to pass a red flag, or enter limits, without stopping, use the words "(train) may pass red flag located at MP \_\_\_\_\_ (or enter limits) without stopping. " A train or engine may pass red flag, or enter limits, without stopping, continue to move at restricted speed, and must stop short of men or equipment fouling track.

To authorize a train or engine to proceed at a speed greater than restricted speed, use the words "(train) may proceed through the limits at \_\_\_\_\_ mph (or at maximum authorized speed)." The train may proceed through the limits at the prescribed speed unless otherwise restricted.

To require the train or engine to move at a speed less than restricted speed, use the words "(train) proceed at restricted speed by not exceeding \_\_\_\_\_ mph (if necessary add "until reaching MP \_\_\_\_\_ "). The train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from the person giving them before they are acted upon. When the word STOP is written in the Stop column, the train or engine must not enter the limits until verbal authority is received from the person in charge. Yellow flags must be displayed as prescribed by Rule 10 in Chapter 2.

**Rule 456. Excessive Dimension Equipment.** When excessive dimension equipment is handled, the train dispatcher must issue the necessary instructions to arrange a point for meeting or passing trains where

there is enough clearance. He may also issue any additional precautions which may be required.

A crew handling such equipment must ensure that it will clear nearby objects including equipment on adjacent tracks, and if unable to reach a point where clearances are sufficient, must see that protection is provided against movements on adjacent tracks. The crews affected must be issued a track bulletin advising them of such equipment and the train or engine which is handling it. They are responsible for taking the proper precautions before passing or meeting the equipment.

**Rule 457. Tracks Blocked with Equipment.** When main tracks, sidings, or other tracks, which are normally clear for movement, are to be blocked with equipment which cannot be placed in the clear, the train dispatcher must be notified. The train dispatcher ensures that all crews and other personnel concerned are notified. When the main track is blocked, protection is provided as prescribed by Rule 99.

**Rule 458. Tracks Removed from Service.** Protection must be provided when a track is to be removed from service. The protection may be provided by a track bulletin designating the track and giving the exact points between which it is removed from service. Such track must not be used unless the track bulletin gives the name or title of the person who may authorize its use. When so indicated, movement must be made only under the direction of the person authorizing use of the track. When required, a train dispatcher must advise crews of the alternate routes to be used and the position of switches.

**Rule 459. Change of General Order or Special Instructions.** General orders or special instructions may be issued, changed, or cancelled by a track bulletin. Any safety requirement which is removed as a result of changing or canceling general orders or special instructions must be reinstated by track bulletin. General orders or special instructions which are cancelled in this manner must not be reinstated by track bulletin. Track bulletin must not be delivered to all personnel affected until the cancellation is issued by general order and the general order is posted.

**Rule 460. Delivering Track Bulletins.** Personnel receiving track bulletins must ensure that all copies are delivered unless the track bulletin is voided or transferred to relieving personnel. When copies have been delivered to all addressed, a copy will be kept on file.

**Rule 461. Additional Copies of Track Bulletins.** If necessary to make additional copies of track bulletins, except when duplicated as prescribed by Rule 462, the additional copies must be repeated to the train dispatcher and correctness ensured before delivery. The train dispatcher records the date, time, place, and name of person who recopied and repeated the track bulletin.

**Rule 462. Duplicating Track Bulletins.** Repetition of the track bulletins to the train dispatcher will not be required when they are reproduced by duplicating machine. When so duplicated, they must not be delivered or acted upon until they are checked and known to be clear, legible, and duplicate in their entirety.